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Tetsuka

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(54) **BICYCLE CONTROL DEVICE**

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B62M 25/08 (2006.01)

(52) **U.S. Cl.**

CPC **B62K 23/06** (2013.01); **B62M 25/08** (2013.01); **Y10T 74/20037** (2015.01); **Y10T 74/20612** (2015.01)

(58) **Field of Classification Search**

CPC B62M 25/08; B62K 23/06

USPC 74/484 R, 488, 491, 502.2, 504; 701/51

See application file for complete search history.

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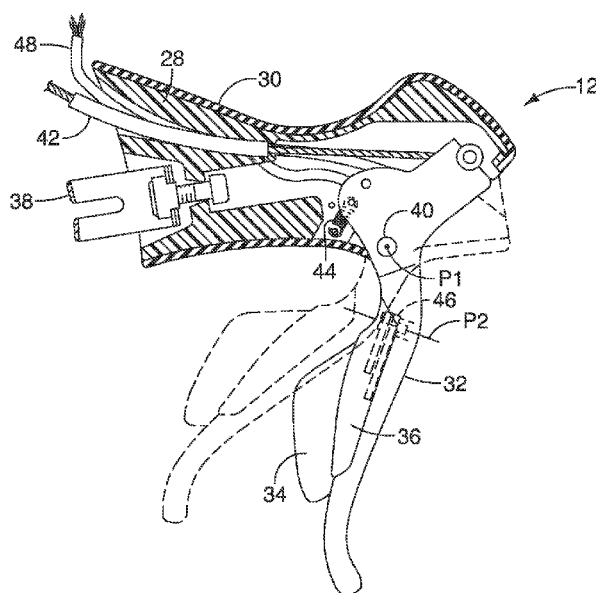
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(57) **ABSTRACT**

A bicycle control device includes a base member, an operating member and a force sensor. The operating member is movably mounted relative to the base member from a rest position along an operating path. The force sensor is operated by physical contact by movement of the operating member along the operating path. The force sensor is configured to output at least one control signal based upon an operation force of the operating member acting on the force sensor.

13 Claims, 9 Drawing Sheets



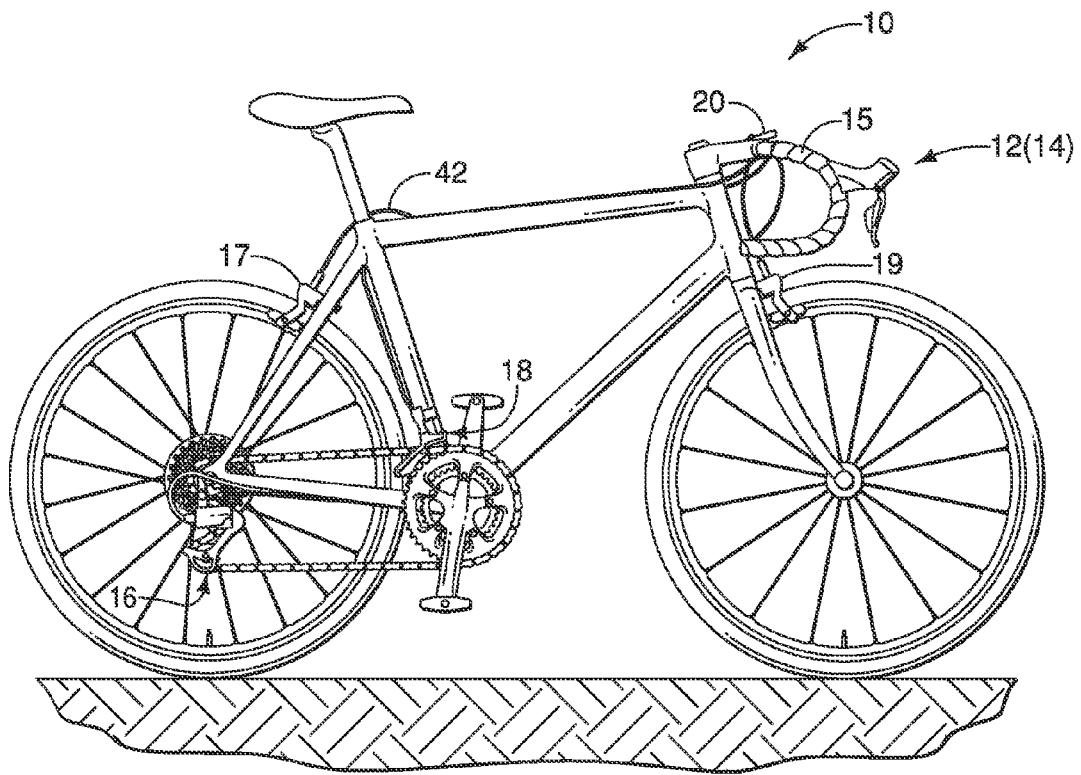


FIG. 1

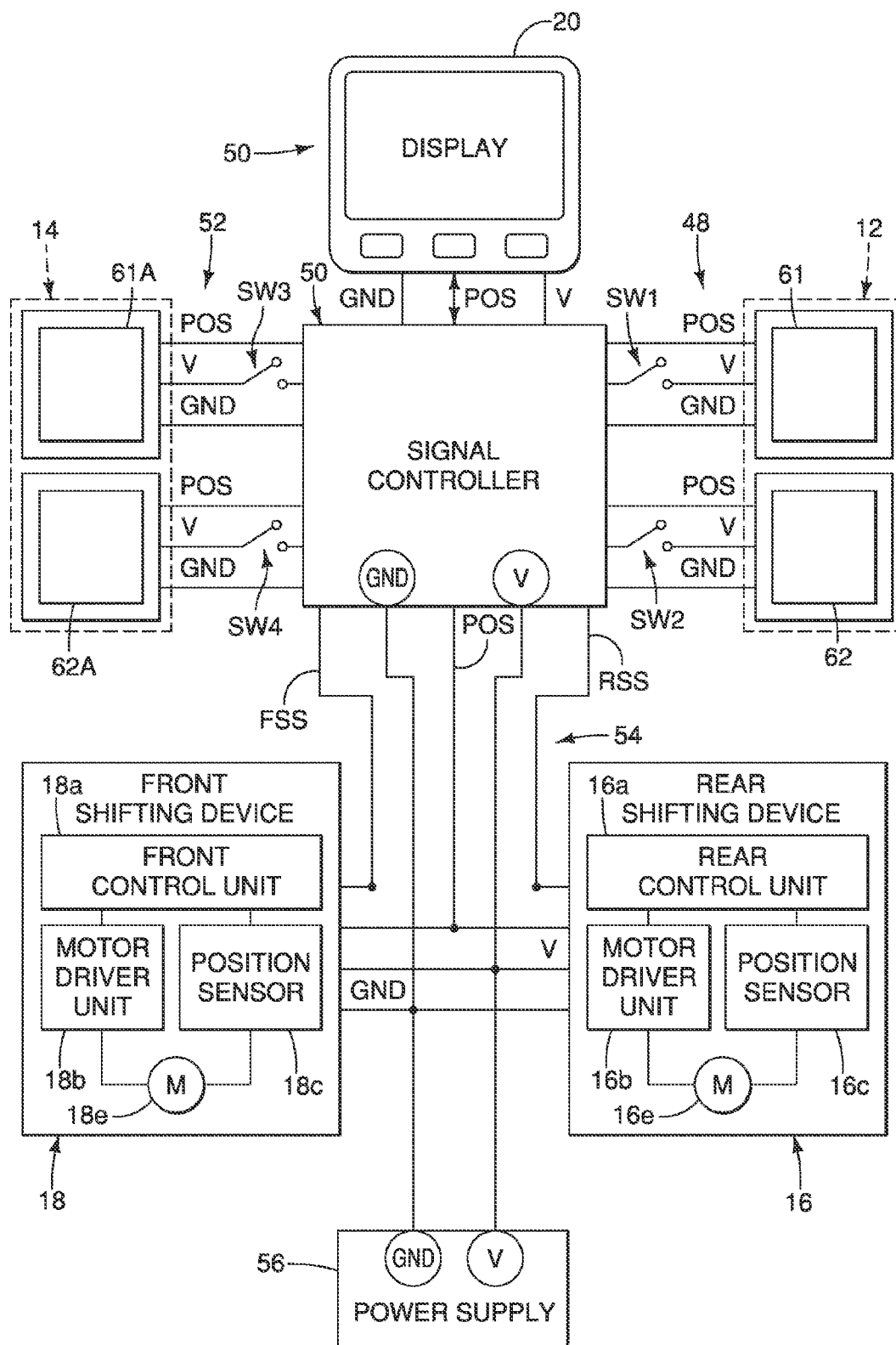


FIG. 2

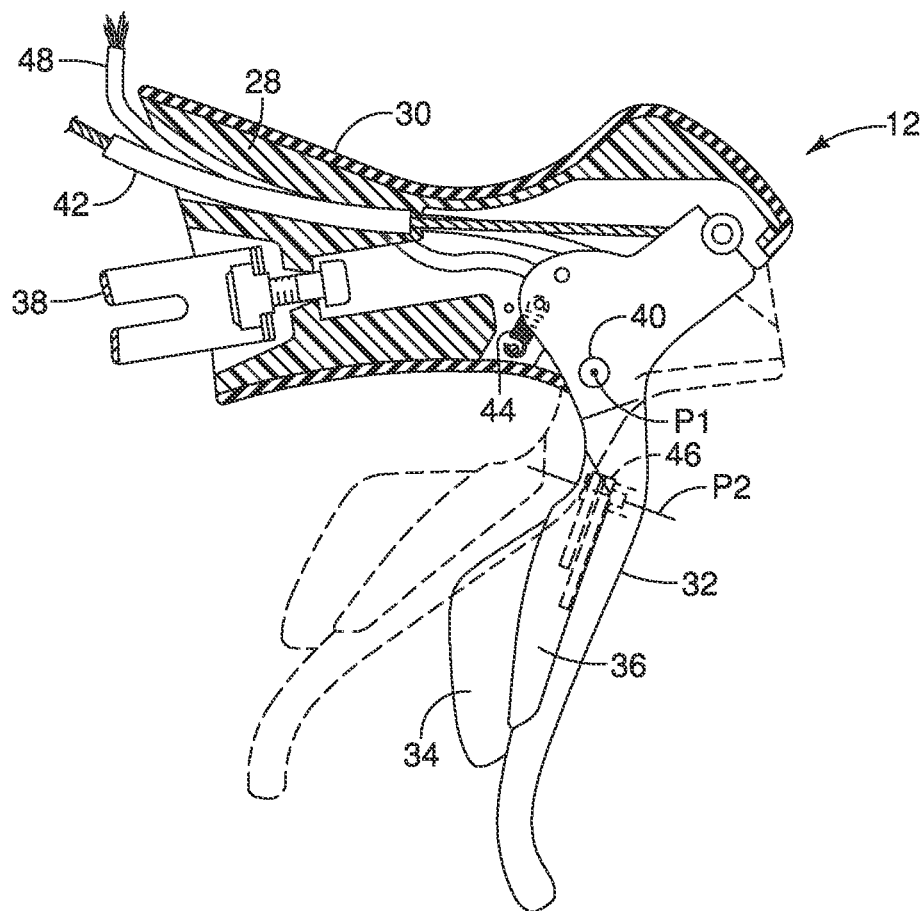


FIG. 3

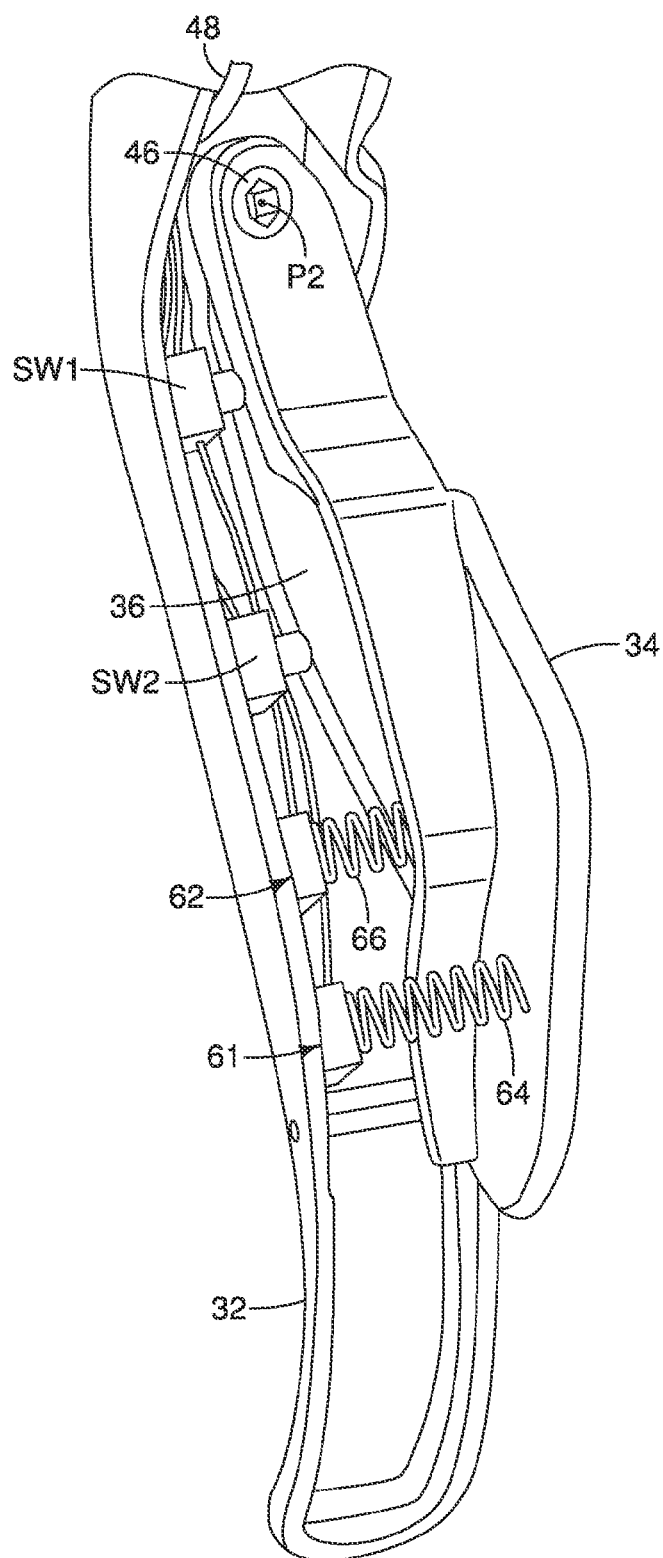


FIG. 4

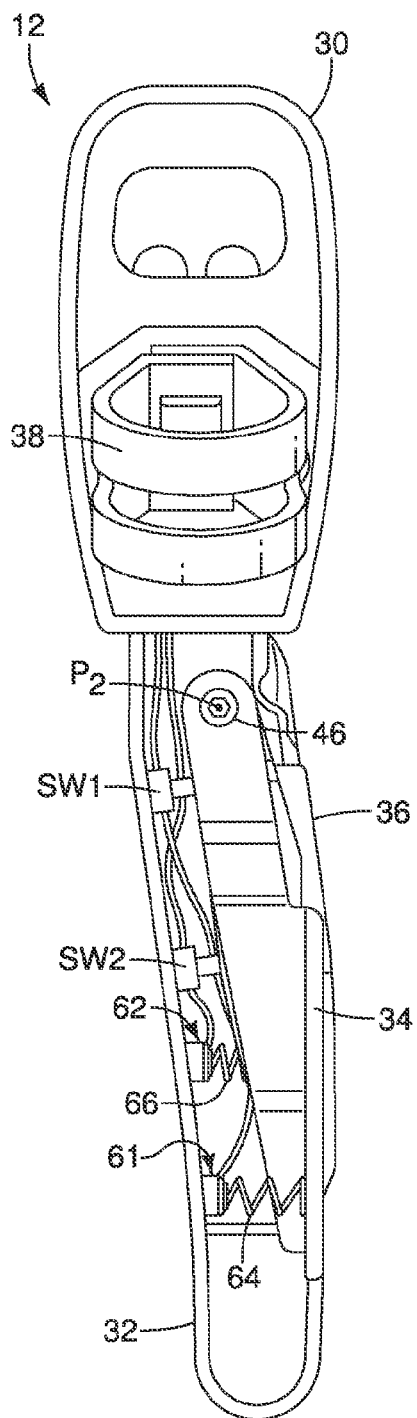


FIG. 5

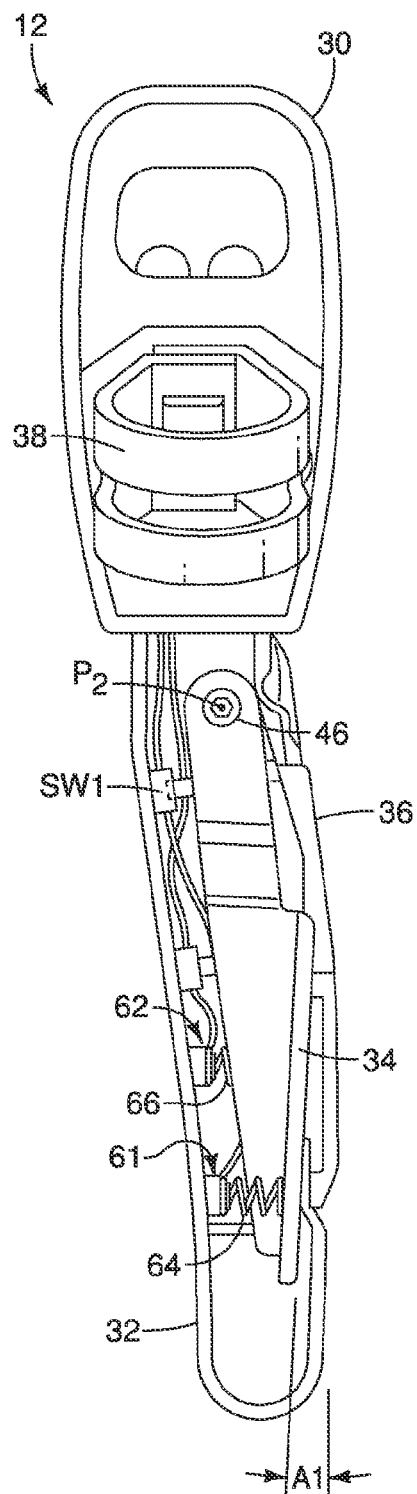


FIG. 6

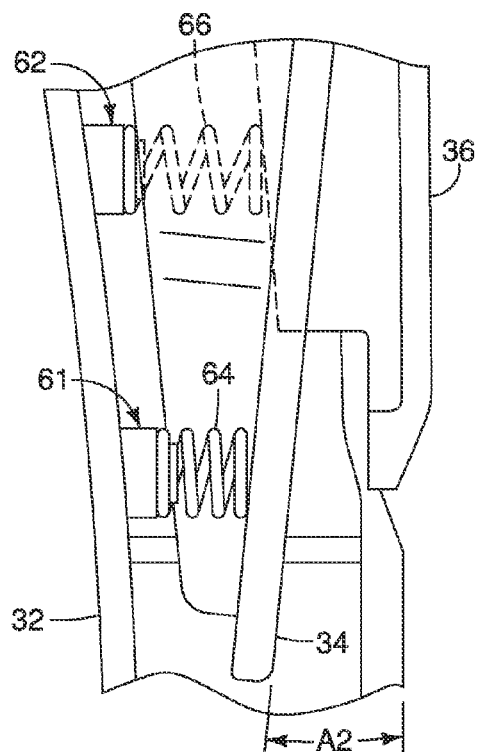


FIG. 7

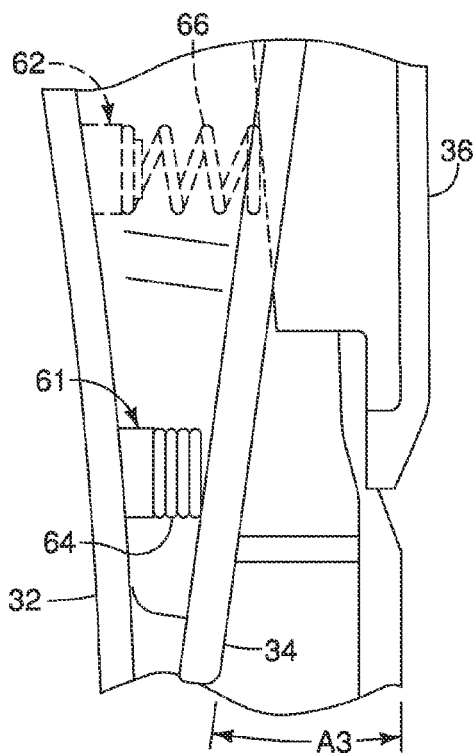


FIG. 8

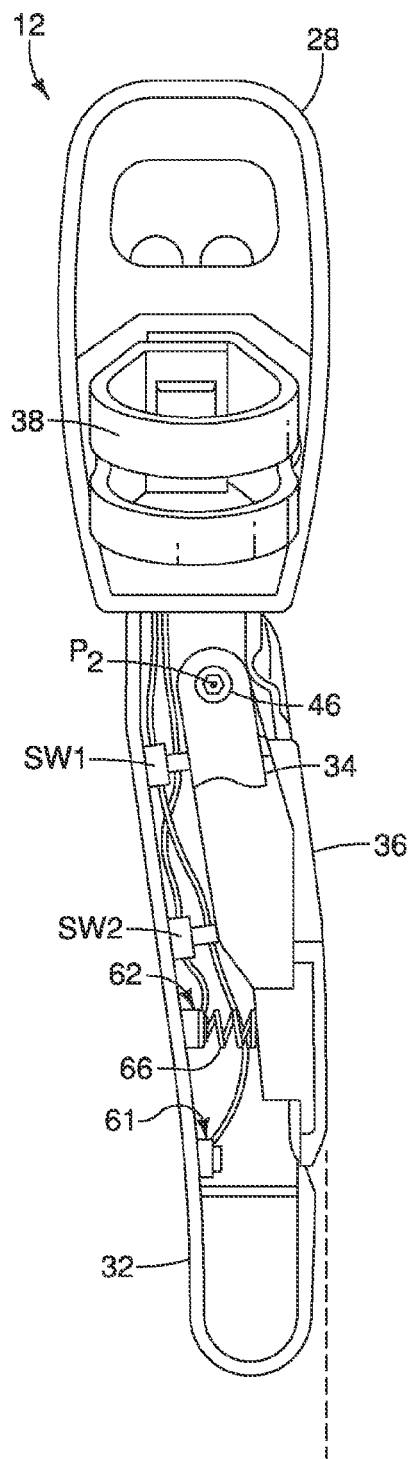


FIG. 9

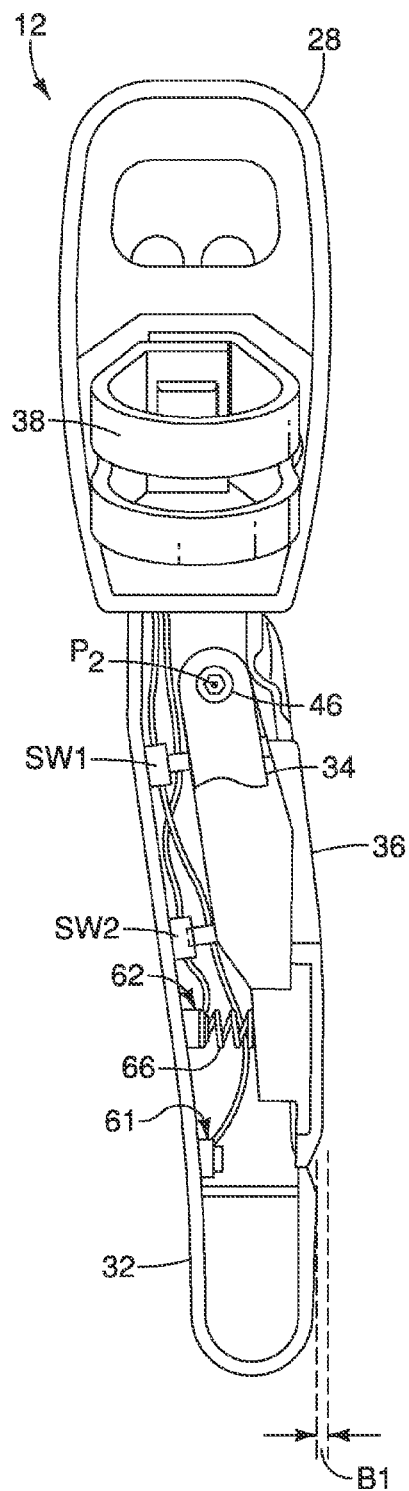


FIG. 10

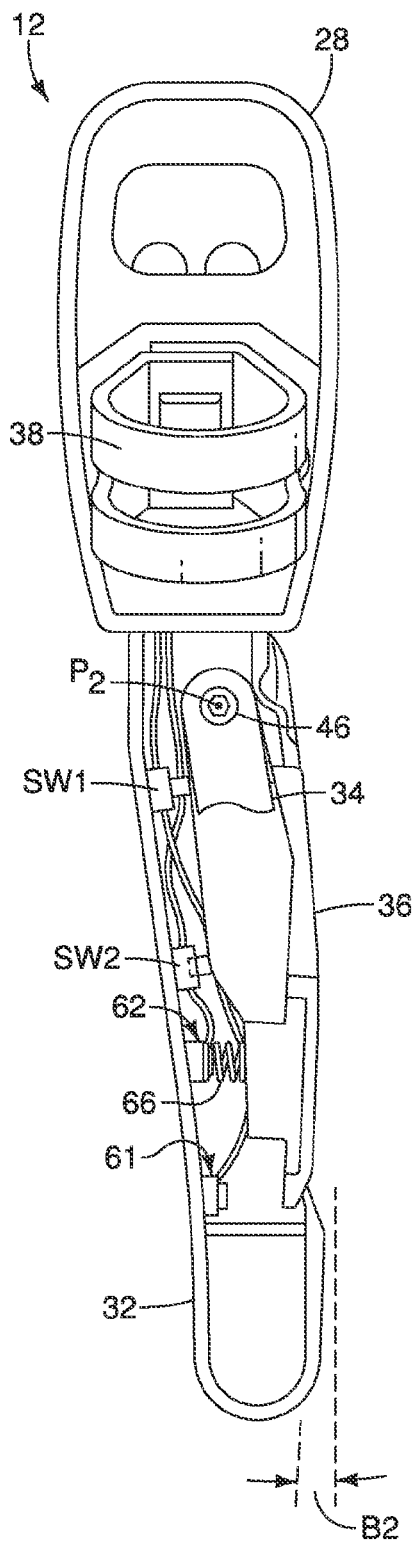


FIG. 11

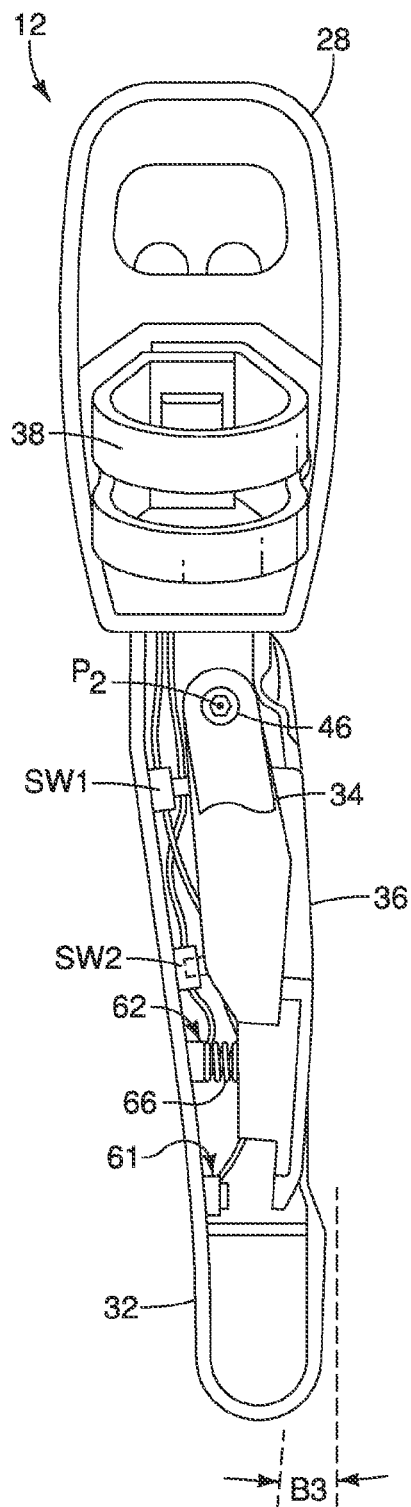


FIG. 12

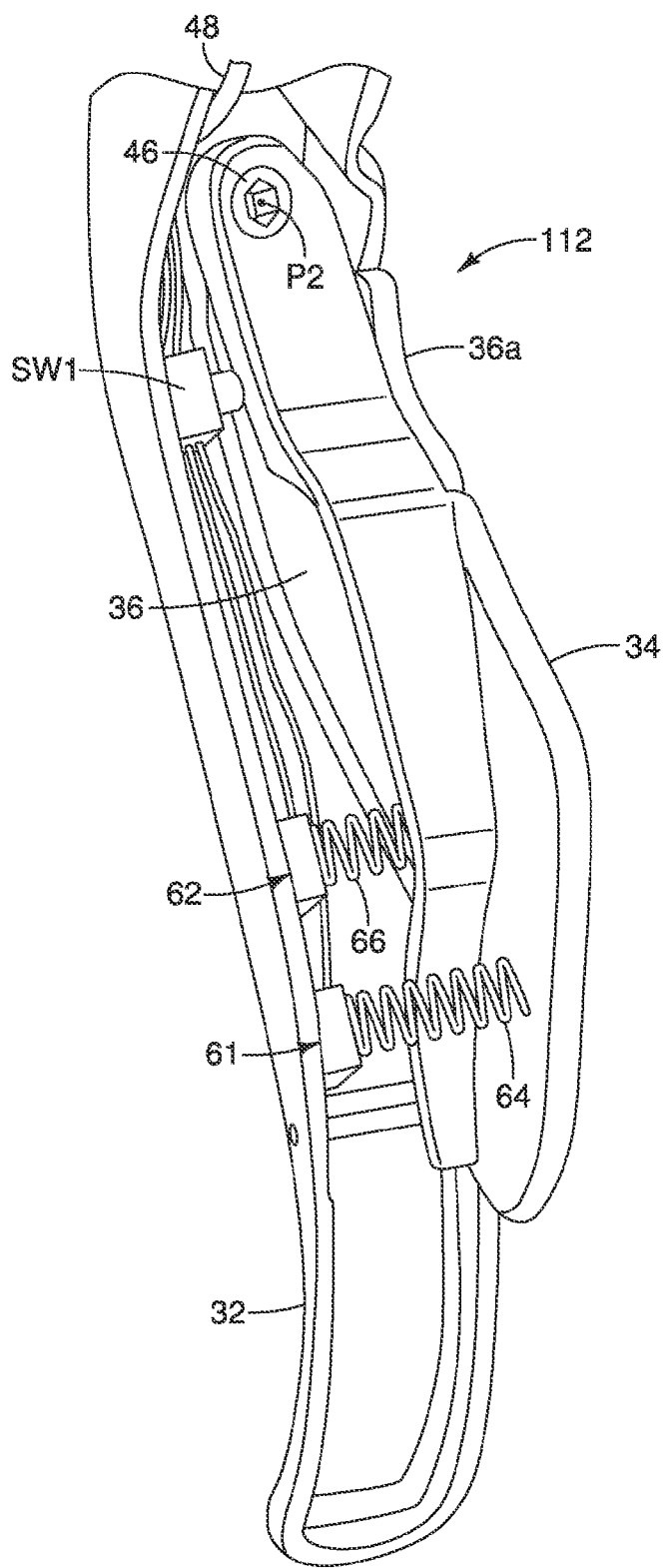


FIG. 13

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BICYCLE CONTROL DEVICE**BACKGROUND****1. Field of the Invention**

This invention generally relates to a bicycle control device. More specifically, the present invention relates to a bicycle control device that outputs an electrical control signal for controlling an electrical device.

2. Background Information

Recently, electrical bicycle control devices have been used for operating bicycle shifting device. Three examples of electrical shift control devices are disclosed in U.S. Pat. No. 6,073,730, U.S. Pat. No. 6,129,580 and U.S. Pat. No. 6,216,078 (all assigned to Shimano, Inc.). These patents disclose one or more electrical switches that are coupled to the bracket body. Another example of this type of electrical shift control device is disclosed in U.S. Patent Application Publication No. 2005/0223840 (assigned to Shimano, Inc.). In this publication, an electrical switch is mounted to the brake lever.

SUMMARY

Generally, the present disclosure is directed to various features of a bicycle control device that outputs an electrical control signal for controlling an electrical device. In one feature, a bicycle control device is provided such that at least one control signal is outputted based upon an operation force of the operating member acting on the force sensor.

In view of the state of the known technology, a bicycle control device according to a first aspect is provided that basically comprises a base member, an operating member and a force sensor. The operating member is movably mounted relative to the base member from a rest position along an operating path. The force sensor is operated by physical contact by movement of the operating member along the operating path. The force sensor is configured to output at least one control signal based upon an operation force of the operating member acting on the force sensor.

Other objects, features, aspects and advantages of the disclosed bicycle control device will become apparent to those skilled in the art from the following detailed description, which, taken in conjunction with the annexed drawings, discloses preferred embodiments of the bicycle control device.

BRIEF DESCRIPTION OF THE DRAWINGS

Referring now to the attached drawings which form a part of this original disclosure:

FIG. 1 is a side elevational view of a bicycle equipped with a pair of bicycle control (brake/shift) devices (only one shown) coupled to a drop type handlebar in accordance with a first embodiment;

FIG. 2 is a schematic block diagram of the constituent components of a gear change control system that includes the bicycle control devices illustrated in FIG. 1;

FIG. 3 is a center cross sectional view of the bicycle control device illustrated in FIG. 1;

FIG. 4 is an enlarged, partial rear perspective view of the brake lever and first and second operating members of the right bicycle control device illustrated in FIGS. 1 and 2, with two force sensors and two switching members mounted to a rear side of the brake lever;

FIG. 5 is a rear elevational view of the bicycle control device with the first and second operating members both being located in a rest position (non-operated position) in

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which switching members associated with the first and second operating members are not depressed (i.e., not operated);

FIG. 6 is a rear elevational view of the bicycle control device with the first operating member moved to a switching position in which the switching member associated with the first operating member is depressed;

FIG. 7 is an enlarged rear elevational view of a portion of the brake lever illustrated in FIGS. 5 and 6, with the first operating member moved to a first detecting position resulting in an application of a first prescribed force on the force sensor associated with the first operating member such that the force sensor associated with the first operating member outputs a first signal;

FIG. 8 is an enlarged rear elevational view of a portion of the brake lever illustrated in FIGS. 5 and 6, with the first operating member moved to a second detecting position resulting in an application of a second prescribed force on the force sensor associated with the first operating member such that the force sensor associated with the first operating member outputs a second signal;

FIG. 9 is a rear elevational view of the bicycle control device illustrated in FIGS. 5 and 6, with a lower portion the first operating member broken away to better illustrate the second operating member, and showing the first and second operating members both being located in a rest position (non-operated position) in which the switching members associated with the first and second operating members are not depressed;

FIG. 10 is a rear elevational view of the bicycle control device illustrated in FIGS. 5, 6 and 9, with a lower portion the first operating member broken away to better illustrate the second operating member, and showing the second operating member moved to a switching position in which the switching member associated with the second operating member is depressed;

FIG. 11 is a rear elevational view of the bicycle control device illustrated in FIGS. 5, 6, 9 and 10, with a lower portion the first operating member broken away to better illustrate the second operating member, and showing the second operating member moved to a first detecting position resulting in an application of a first prescribed force on the force sensor associated with the second operating member such that the force sensor associated with the second operating member outputs a first signal;

FIG. 12 is a rear elevational view of the bicycle control device illustrated in FIGS. 5, 6 and 9 to 11, with a lower portion the first operating member broken away to better illustrate the second operating member, and showing the second operating member moved to a second detecting position resulting in an application of a second prescribed force on the force sensor associated with the second operating member such that the force sensor associated with the second operating member outputs a second signal; and

FIG. 13 is an enlarged, partial rear perspective view of a brake lever having first and second operating members mounted a rear side of the brake lever and further having two force sensors and a single switching member mounted to the brake lever in accordance with another embodiment.

DETAILED DESCRIPTION OF EMBODIMENTS

Selected embodiments will now be explained with reference to the drawings. It will be apparent to those skilled in the art from this disclosure that the following descriptions of the embodiments are provided for illustration only and not for the purpose of limiting the invention as defined by the appended claims and their equivalents.

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Referring initially to FIGS. 1 and 2, a bicycle 10 is illustrated with a pair of bicycle control devices 12 and 14 mounted in a drop type bicycle handlebar 15 (FIG. 1) in accordance with one embodiment. The control device 12 is operatively coupled to an electric rear derailleur 16 and a rear braking device 17, while the control device 14 is operatively coupled to an electric front derailleur 18 and a front braking device 19. The control devices 12 and 14 are identical in construction and operation, except that they are mirror images. Thus, only the control device 12 will be discussed and illustrated in detail herein. Here, in the following description, front and rear, left and right, and up and down signify the front and rear, left and right, and up and down as viewed by the user in a state where the user is seated on a saddle facing the handlebar 15.

Preferably, a cycle computer 20 is operatively coupled between the control devices 12 and 14 and the rear and front derailleurs 16 and 18. Alternatively, the cycle computer 20 can be eliminated such that the control devices 12 and 14 are directly electrically coupled to the rear and front derailleurs 16 and 18. In such a case, each of the control devices 12 and 14 includes its own built in cycle computer for processing signals from control devices 12 and 14.

As best seen in FIGS. 3 and 4, the bicycle control device 12 basically comprises a lever bracket or base member 28, a grip cover 30, a brake lever 32, a first shift operating lever 34 (hereinafter “first operating member 34”) and a second shift operating lever 36 (hereinafter “second operating member 36”). The brake lever 32 is pivotally coupled to the base member 28 about a brake operating axis P1 along a brake operating plane to perform a braking operation. The first and second operating members 34 and 36 are pivotally coupled to the brake lever 32 about a pivot axis P2. The brake lever 32 is shown in full lines to illustrate a rest position, and shown in dashed lines to illustrate a braking position. In this embodiment, for example the first operating member 34 corresponds to the operating member of claims, and the second operating member 36 corresponds to the additional operating member of claims.

As seen in FIGS. 3 and 4, the base member 28 is configured as a rider hand grip part that also constitutes a drop handlebar bracket body. Typically, the base member 28 is made of a rigid, hard material such as a hard rigid plastic material. The grip cover 30 is stretched over at least the gripping portion of the base member 28 to provide a cushion to the gripping portion of the base member 28 and to provide an attractive appearance. Typically, the grip cover 30 is made of elastic material such as rubber. The base member 28 is mounted to the drop type handlebar 15 by a conventional tube clamp 38 that is attached to the rear end of the base member 28. The tube clamp 38 constitutes a handlebar mounting structure for mounting to the drop type handlebar 15. The second end of the base member 28 pivotally supports the brake lever 32 by a pivot pin 40.

Preferably, the brake lever 32 is a cable operating brake lever that is pivotally mounted to the base member 28 for performing a bicycle braking operation as illustrated in FIG. 2. In other words, the brake lever 32 is attached to a brake cable 42 (e.g., a Bowden cable as shown) to operate the braking device 17. A return spring 44 is operatively coupled between the brake lever 32 and the base member 28 to bias the brake lever 32 to a rest position. The return spring 44 is preferably a coil tension spring that is elongated when the brake lever 32 is moved from the rest position to the braking position. The term “rest position” as used herein refers to a state in which the part (e.g., the brake lever 32, the first operating member 34 and the second operating member 36)

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remains stationary without the need of a user holding the part in that state corresponding to the rest position.

As seen in FIGS. 3 and 4, in this embodiment, the first and second operating members 34 and 36 are levers that are pivotally attached to the back side of the brake lever 32 by a fastener 46. In other words, the first and second operating members 34 and 36 are movably mounted relative to the base member 28 along operating paths or planes. In the first illustrated embodiment, the operating paths of the first and second operating members 34 and 36 are perpendicular to the brake operating plane of the brake lever 32. In the first illustrated embodiment, the first and second operating members 34 and 36 are independently operated relative to the brake lever 32. In other words, when the first operating member 34 is pivoted, the second operating member 36 remains in a stationary position (rest position). Likewise, when the second operating member 36 is pivoted, the first operating member 34 remains in a stationary position (rest position). Of course, other configurations of the first and second operating members 34 and 36 are possible with some modifications as will be apparent from this disclosure. For example, as described in another embodiment below, the first and second operating members 34 and 36 could be arranged such that the first and second operating members 34 and 36 move together with respect to the base member 28 and the brake lever 32 as the second operating member 36 is moved, and the second operating member 36 remains stationary as the first operating member 34 is moved with respect to the base member 28 and the brake lever 32. In other words, in this alternative configuration, when the first operating member 34 is operated, only the first operating member 34 pivots with respect to the base member 28 and the brake lever 32. Of course, a construction achieving opposite movements of first and second operating members with respect to this movements can be selected as needed and/or desired.

Each of the first and second operating members 34 and 36 can shift a gear changing device (e.g., the electric derailleurs 16 and 18) of a bicycle transmission by one or two steps (shift positions) depending on its stroke length (i.e., the amount of angular movement). The first and second operating members 34 and 36 can be provided with first and second clicking mechanisms (not shown), respectively, for haptically notifying the rider of the boundary between a one-step shift operation position and a two-step shift operation position for preventing unintentional two-step shift.

As best illustrated in FIG. 2, an electrical cable 48 electrically connects the control device 12 to a signal controller 50. Similarly, the electrical cable 52 electrically connects the control device 14 to the signal controller 50. The electrical cables 48 and 52 each includes at least one power line V, at least one ground line GND, and at least one shift signal line POS. The signal controller 50 is provided for communicating shift input signals from the control devices 12 and 14 to the rear and front derailleurs 16 and 18 (i.e., shifting devices). The signal controller 50 can be merely a junction box that directly transmits the shift input signals from the control devices 12 and 14 to the rear and front derailleurs 16 and 18.

Alternatively, the signal controller 50 can include a microcomputer that provides data to and/or from the rear and front derailleurs 16 and 18 and the cycle computer 20 as shown in FIG. 2. For example, signal lines POS are provided between the signal controller 50 and the rear and front derailleurs 16 and 18 and between the signal controller 50 and the cycle computer 20. In this way, the microcomputer of the signal controller 50 receives and/or transmits data for controlling and or setting up the rear and front derailleurs 16 and 18. Thus, the microcomputer of the signal controller 50 can

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include various calibrating programs for calibrating the rear and front derailleurs **16** and **18** as well as control programs for manually or automatically shifting the rear and front derailleurs **16** and **18**. In other words, in addition to manual shifting with the control devices **12** and **14**, the microcom-
puter of the signal controller **50** can be configured to auto-
matically produce shift signals based on the operating condi-
tions of the bicycle using an automatic shifting program.

As seen in FIG. 2, the electric rear derailleur **16** constitutes a rear shifting device that includes a rear control unit **16a** (RD controller), a motor drive unit **16b**, a position sensor **16d** and a motor **16e**. The rear control unit **16a** is configured and arranged to control the motor drive unit **16b** in response to a shift control signal from the control device **12**. The motor **16e** is configured and arranged to drive the rear shifting device **16**. The motor drive unit **16b** is configured and arranged to drive the motor **16e**. The position sensor **16d** is configured and arranged to sense the gearshift position of the rear derailleur **16**.

As seen in FIG. 2, the electric front derailleur **18** constitutes a front shifting device that includes a front control unit **18a** (FD controller), a motor drive unit **18b**, a position sensor **18d** and a motor **18e**. The front control unit **18a** is configured and arranged to control the motor drive unit **18b** in response to a shift control signal from the control device **14**. The motor **18e** is configured and arranged to drive the front derailleur **18**. The motor drive unit **18b** is configured and arranged to drive the motor **18e**. The position sensor **18d** is configured and arranged to sense the gearshift position of the front derailleur **18**.

Still referring to FIG. 2, the gearshift position signals POS of the rear and front position sensors **16c** and **18c** are output to the signal controller **50**. In the signal controller **50**, these signals are converted into display signals so that the gearshift positions of the rear and front derailleurs **16** and **18** are displayed by the display of the cycle computer **20**.

In the first illustrated embodiment, the signal controller **50** has a pair of plug-in type electrical connectors that receives mating electrical connectors of the electrical cables **48** and **52**. Preferably, the signal controller **50** also has at least one plug-in type electrical connector that receives one or more electrical connectors of a wiring harness **54**. The wiring harness **54** includes a plurality of electrical conductors for electrically connecting the rear and front derailleurs **16** and **18**, the cycle computer **20** and an electrical power supply **56**. The electrical power supply **56** is a source power such as a generator (e.g., a hub dynamo), and/or a battery which can be located in a portion of a frame tube such as the seat tube of the bicycle **10**. The control devices **12** and **14** and the rear and front derailleurs **16** and **18** receive electrical power from the electrical power supply **56** via the signal controller **50**.

Referring to FIGS. 2 and 4, in the first illustrated embodiment, the control device **12** is provided with a first force sensor **61** that detects operation of the first operating member **34** as the first operating member **34** moves along its operating path relative to the base member **28**. In particular, the first force sensor **61** is operated by physical contact by movement of the first operating member **34** along the operating path. In the illustrated embodiment, the first force sensor **61** is mounted on the rear surface of the brake lever **32** to be operated by the movement of the first operating member **34**. The first force sensor **61** is configured to output at least one control signal based upon an operation force of the first operating member **34** acting on the first force sensor **61**. Preferably, the first force sensor **61** outputs a first signal upon the operation force of the first operating member **34** reaching a first prescribed force, and outputs a second signal upon the

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operation force of the first operating member **34** reaching a second prescribed force that is greater than the first prescribed force.

Preferably, the control device **12** is further provided with a second force sensor **62** that detects operation of the operation of the second operating member **36** as the second operating member **36** moves along its operating path relative to the base member **28**. The second force sensor **62** is operated by physical contact by movement of the second operating member **36** along the operating path of the second operating member **36**. In the illustrated embodiment, the second force sensor **62** is mounted on the rear surface of the brake lever **32** to be operated by the movement of the second operating member **36**. Similar to the first force sensor **61**, the second force sensor **62** is configured to output at least one control signal based upon an operation force of the second operating member **36** acting on the second force sensor **62**. Preferably, the second force sensor **62** also outputs a first signal upon the operation force of the second operating member **36** reaching a first prescribed force, and outputs a second signal upon the operation force of the second operating member **36** reaching a second prescribed force that is greater than the first prescribed force.

In this embodiment, for example, the first force sensor **61** corresponds to the force sensor of claims, and the second force sensor **62** corresponds to the additional force sensor of claims.

As seen in FIG. 4, in the first illustrated embodiment, the first and second operating members **34** and **36** are trigger type of levers that are biased to their rest positions. In particular, a first return spring **64** is provided between the brake lever **32** and the first operating member **34**, while a second return spring **66** is provided between the brake lever **32** and the second operating member **36**. The first operating member **34** stops at the rest position by contacting the side wall of the brake lever **32** due to a spring force from the first return spring **64**. The second operating member **36** stops at the rest position by contacting the side wall of the brake lever **32** to another spring force from the second return spring **66**.

In this first illustrated embodiment, the first force sensor **61** is arranged to receive a compressive force from the first return spring **64** as the operation force of the first operating member **34**. The first return spring **64** constitutes a biasing element biases the first operating member **34** towards the rest position. In particular, the first return spring **64** is arranged between the first operating member **34** and the first force sensor **61** to bias the first operating member **34** to a rest position and apply a compressive force to the first force sensor **61** as the operation force of the first operating member **34**.

Likewise, the second force sensor **62** is arranged to receive a compressive force from the second return spring **66** as the operation force of the second operating member **36**. The second return spring **66** constitutes a biasing element biases the second operating member **36** towards the rest position. In particular, the second return spring **66** is arranged between the second operating member **36** and the second force sensor **62** to bias the second operating member **36** to a rest position and apply a compressive force to the second force sensor **62** as the operation force of the second operating member **36**.

Generally speaking, the first force sensor **61** is operatively arranged with respect to the first operating member **34** to detect movement of the first operating member **34** with respect to the base member **28**. More specifically, the first force sensor **61** detects a first movement amount of the first operating member **34** from the rest position upon the user operation force reaching a first prescribed force, which corresponds to a first detecting position based on a first compres-

sive force applied to the first force sensor **61** by the first return spring **64**. Also the first force sensor **61** detects a second movement amount of the first operating member **34** from the rest position upon the user operation force reaching a first prescribed force, which corresponds to a second detecting position based on a second compressive force applied to the first force sensor **61** by the first return spring **64**. The second compressive force is greater than the first compressive force. Thus, the second detecting position is farther from the rest position than the first detecting position. The first force sensor **61** output the first and second signals, respectively, as one of an upshift signal to perform an upshift movement in a shifting device and a downshift signal to perform a downshift movement in the shifting device.

Generally speaking, the second force sensor **62** is operatively arranged with respect to the second operating member **36** to detect movement of the second operating member **36** with respect to the base member **28**. More specifically, the second force sensor **62** detects a first movement amount of the second operating member **36** from the rest position upon the user operation force reaching a first prescribed force, which corresponds to a first detecting position based on a first compressive force applied to the second force sensor **62** by the second return spring **66**. Also the second force sensor **62** detects a second movement amount of the second operating member **36** from the rest position upon the user operation force reaching a first prescribed force, which corresponds to a second detecting position based on a second compressive force applied to the second force sensor **62** by the second return spring **66**. The second compressive force is greater than the first compressive force. Thus, the second detecting position is farther from the rest position than the first detecting position. The second force sensor **62** output the first and second signals, respectively, as one of an upshift signal to perform an upshift movement in a shifting device and a downshift signal to perform a downshift movement in the shifting device.

Optionally, a first switching member **SW1** is provided in the power line **V** that transmits electrical power to the first force sensor **61**. Likewise, optionally, a second switching member **SW2** is provided in the power line **V** that transmits electrical power to the second force sensor **62**. While the brake lever **32** of the bicycle control device **12** includes the first and second switching members **SW1** and **SW2**, the first and second switching members **SW1** and **SW2** can be omitted in this embodiment. In other words, the power lines **V** can be always supplying power to the first and second force sensors **61** and **62**. Since the first and second force sensors **61** and **62** are physically contacted by the first and second return springs **64** and **66**, respectively. The first and second force sensors **61** and **62** can remain in a power-off state until the user operation force reaches the first prescribed force or a force below the first prescribed force.

In other words, the first switching member **SW1** is electrically connected to the first force sensor **61** so that the first force sensor **61** is switched from a power-off state to a power-on state in response to operation of the first operating member **34**. Similarly, the second switching member **SW2** is electrically connected to the second force sensor **62** so that the second force sensor **62** is switched from a power-off state to a power-on state in response to operation of the second operating member **36**. In this embodiment, for example, the first switching member **SW1** corresponds to the switching member of claims. The second switching member **SW2** constitutes additional switching member with respect to the first switching member **SW1**.

The first and second switching members **SW1** and **SW2** are preferably press type contact switches that are normally open (i.e. no power being transmitted therethrough). In other words, the first and second switching members **SW1** and **SW2** are operated by physical contact by movement of the first and second operating members **34** and **36**, respectively. As the first switching member **SW1** is pushed by the physical contact with the first operating member **34**, the first switching member **SW1** output a power-on signal for switching the first force sensor **61** from the power-off state to the power-on state. The first switching member **SW1** continuously outputs the power-on signal while the first switching member **SW1** is pushed by the physical contact. Likewise, as the second switching member **SW2** is pushed by the physical contact with the second operating member **36**, the second switching member **SW2** output a power-on signal for switching the second force sensor **62** from the power-off state to the power-on state. The second switching member **SW2** continuously outputs the power-on signal while the first and second switching member **SW2** is pushed by the physical contact. In the first illustrated embodiment, the power-on signals are merely current being supplied directly to the first and second force sensors **61** and **62** from the first and second switching members **SW1** and **SW2**, respectively. However, the power-on signals are not limited to current being supplied directly to the first and second force sensors **61** and **62**. For example, the power-on signals could be a command signal such that another switch is turn on to supply power through a different electrical path than via the first and second switching members **SW1** and **SW2**, respectively. In any case, the first and second force sensors **61** and **62** are switched from the power-off state to the power-on state while the corresponding one the first and second switching members **SW1** and **SW2** outputs the power-on signal. However, other types of switch can be used as needed and/or desired.

Basically, the first and second switching members **SW1** and **SW2** are provided for the purpose of conserving electrical power. When activated, depending on the first and second force sensors **61** and **62** constantly consume a certain amount of power in order to be ready to detect movement of the first and second operating members **34** and **36**. Hence, if power is supplied to the first and second force sensors **61** and **62**, then the first and second force sensors **61** and **62** are constantly monitoring the positions of the first and second operating members **34** and **36**, respectively, which results in a certain amount of power consumption. On the hand, the first and second switching members **SW1** and **SW2** do not consume any electrical power while the first and second operating members **34** and **36** are in their rest positions. With the first and second operating members **34** and **36** are in their rest positions, no power is supplied to the first and second force sensors **61** and **62** because the first and second switching members **SW1** and **SW2** are each in an open state.

As seen in FIG. 2, the control device **14** has the same construction as the control device **12**, except that the control device **14** is a mirror image of the control device **12**. Thus, the control device **14** is provided with first and second force sensors **61A** and **62A**, which are identical to the first and second force sensors **61** and **62**. Also the control device **14** is provided with third and fourth switching members **SW3** and **SW4** within the electrical cable **52** for switching the first and second force sensors **61A** and **62A** from a power-off state to a power-on state in response to operation of corresponding one of the operating members of the control device **14**.

Referring back to FIG. 4, in the first illustrated embodiment, the first and second force sensors **61** and **62** are electrically wired to the electric rear derailleur **16** and the cycle

computer 20 via the signal controller 50. However, the control device 12 could be provided with a wireless communication unit that wirelessly communicates with the signal controller 50 or directly communicates with the electric rear derailleur 16 and the cycle computer 20 in a wireless manner. In any case, the operation signals from the first and second force sensors 61 and 62, which are indicative of the first and second operating members 34 and 36 being moved from their rest positions to one of their operated positions, are communicated either directly or indirectly to the electric rear derailleur 16.

Referring now to FIGS. 5 and 6, in the first illustrated embodiment, as the first operating member 34 is operated (i.e., pivoted by an amount A1) from the rest position (FIG. 5) to a switching position (FIG. 6), the first switching member SW1 is depressed so that the first force sensor 61 is activated (i.e., receives power). In other words, the first switching member SW1 switches the first force sensor 61 from the power-off state to the power-on state as the first operating member 34 reaches the switching position from the rest position along the operating path of the first operating member 34.

Then, as seen in FIG. 7, as the first operating member 34 is operated farther (i.e., pivoted by an amount A2 from the rest position) past the switching position, the first return spring 64 applies a first compressive force applied to the first force sensor 61. Upon detecting the first compressive force being applied to the first force sensor 61, a first signal is outputted from the first force sensor 61.

Then, as seen in FIG. 8, as the first operating member 34 is operated even farther (i.e., pivoted by an amount A3 from the rest position) past the first detecting position, the first return spring 64 applies a second compressive force applied to the first force sensor 61. Upon detecting the second compressive force being applied to the first force sensor 61, a second signal is outputted from the first force sensor 61. In other words, the first force sensor 61 determines that the compressive force of the first return spring 64 has reached the second prescribed force, which is higher than the first prescribed force corresponding to the first compressive force, to confirm that the first operating member 34 has reached the second detecting position that is located further from the rest position than the first detecting position.

Accordingly, the first force sensor 61 is activated as the first operating member 34 reaches the switching position, outputs the first signal as the first operating member 34 reaches the first detecting position, and then outputs the second signal as the first operating member 34 reaches the second detecting position which is located further from the rest position than the first detecting position. The first signal can be one of an upshift signal to perform an upshift movement in the rear derailleur 16 and a downshift signal to perform a downshift movement in the rear derailleur 16. Also the second signal can be the one of the upshift signal and downshift signal. Alternatively, the first signal can be one of the upshift and downshift signals and the second signal can be the other of the upshift and downshift signals.

As seen in FIGS. 9 and 10, as the second operating member 36 is operated (i.e., pivoted by an amount B1) from the rest position (FIG. 9) to an switching position (FIG. 10), the second switching member SW2 is depressed so that the second force sensor 62 is activated (i.e., receives power). In other words, the second switching member SW2 switches the second force sensor 62 from the power-off state to the power-on state as the second operating member 36 reaches the switching position from a rest position along the operating path of the second operating member 36.

Then, as seen in FIG. 11, as the second operating member 36 is operated farther (i.e., pivoted by an amount B2 from the rest position) past the switching position, the second return spring 66 applies a first compressive force applied to the second force sensor 62. Upon detecting the first compressive force being applied to the second force sensor 62, a first signal is outputted from the second force sensor 62.

Then, as seen in FIG. 12, as the second operating member 36 is operated even farther (i.e., pivoted by an amount B3 from the rest position) past the first detecting position, the second return spring 66 applies a second compressive force applied to the second force sensor 62. Upon detecting the first compressive force being applied to the second force sensor 62, a second signal is outputted from the second force sensor 62. In other words, the second force sensor 62 determines that the compressive force of the second return spring 66 has reached the second prescribed force, which is higher than the first prescribed force corresponding to the first compressive force, to confirm that the second operating member 36 has reached the second detecting position that is located further from the rest position than the first detecting position for outputting the first signal.

Accordingly, the second force sensor 62 outputs the first signal as the second operating member 36 reaches the first detecting position, and then outputs the second signal as the second operating member 36 reaches the second detecting position which is located further from the rest position than the first detecting position. The first signal can be one of an upshift signal to perform an upshift movement in the rear derailleur 16 and a downshift signal to perform a downshift movement in the rear derailleur 16. Also the second signal can be the one of the upshift signal and downshift signal. Alternatively, the first signal can be one of the upshift and downshift signals and the second signal can be the other of the upshift and downshift signals.

Basically, in the first embodiment, each of the first and second operating members 34 and 36 is designed to be selectively moved by a first amount of angular movement (i.e., a first stroke), which compresses the corresponding one of the first and second return springs 64 and 66, which in turn causes the corresponding one of the first and second force sensors 61 and 62 to perform a first shift operation by outputting the first signal, as discussed above. Also each of the first and second operating members 34 and 36 is designed to be selectively moved by a second amount of angular movement (i.e., a second stroke), which compresses the corresponding one of the first and second return springs 64 and 66, which in turn causes the corresponding one of the first and second force sensors 61 and 62 to perform a second shift operation by outputting the second signal, as discussed above. In this way, each of the first and second operating members 34 and 36 performs two successive shift operations during a single progressive stroke from the rest position to the second detecting position.

As mentioned above, when the first and second operating members 34 and 36 are pivoted, the brake lever 32 is normally stationary. Thus, generally speaking in the first embodiment, the first and second operating members 34 and 36 are each movably mounted with respect to the base member 28 to move between the rest position, the switching position, the first detecting position and the second detecting position. The switching position, the first detecting position and the second detecting position are sequentially reached in this order as the first and second operating members 34 and 36 are operated in a single progressive stroke from their rest positions.

Referring now to FIG. 13, a portion of a bicycle control device 112 will now be discussed in accordance with a second

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embodiment. Basically, the bicycle control device 112 is identical to the bicycle control device 12, discussed above, except that (1) the second switching member SW2 has been removed, (2) an abutment 36a has been added to the second operating member 36, and (3) the first and second force sensors 61 and 62 both have their power lines V passing through the first switching member SW1. In view of the similarity between the first and second embodiments, the parts of the second embodiment that are basically identical to the parts of the first embodiment will be given the same reference numerals as the parts of the first embodiment. Moreover, the descriptions of the parts of the second embodiment that are identical to the parts of the first embodiment may be omitted for the sake of brevity.

Thus, in this second embodiment, the switching member SW1 is used for simultaneously switching both of the first and second force sensors 61 and 62 from the power-off state to the power-on state. In particular, the switching member SW1 is mounted to the rear side of the brake lever 32 at a position along the operating path of the first operating member 34. By adding the abutment 36a to the second operating member 36, the abutment 36a will contact the first operating member 34 so that the first and second operating members 34 and 36 will move together with respect to the base member 28 and the brake lever 32 as the second operating member 36 is operated. In this way, the switching member SW1 will be depressed by the first operating member 34 as the second operating member 36 is operated.

However, like the first embodiment, the second operating member 36 remains stationary as the first operating member 34 is moved with respect to the base member 28 and the brake lever 32. In other words, in this second embodiment, when the first operating member 34 is operated, only the first operating member 34 pivots with respect to the base member 28 and the brake lever 32. In this way, the switching member SW1 will be depressed by the first operating member 34 as the first operating member 34 is operated.

Thus, as the first operating member 34 is operated from the rest position against the biasing force of the first return spring 64 to the switching position (i.e., pivoted by the amount A1) as seen in FIG. 6, the plunger of the switching member SW1 is depressed by the first operating member 34 to supply power to both of the first and second force sensors 61 and 62. Likewise, as the second operating member 36 is operated from the rest position against the biasing force of the second return spring 66 to the same switching position (i.e., pivoted by the amount A1), the plunger of the switching member SW1 is again depressed by the first operating member 34 to supply power to both of the first and second force sensors 61 and 62. Thus, in this second embodiment, the switching position will be the same for both the first and second operating members 34 and 36.

In this second embodiment, even though both of the return springs 64 and 66 are compressed and apply operation forces on both the first and second force sensors 61 and 62 as the second operating member 36 is operated, which causes the first operating member 34 to move therewith, only the signals from the second force sensor 62 will be acted upon (processed) to perform shifting operations.

In particular, the first operating member 34 is pivoted by the prescribed amounts A2 and A3 (FIGS. 7 and 8) to reach the first and second prescribed forces for outputting the first and second signals from the first force sensor 61. On the other hand, the second operating member 36 is pivoted by the prescribed amounts B2 and B3 (FIGS. 11 and 12) to reach the first and second prescribed forces for outputting the first and second signals from the second force sensor 62. Accordingly,

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the first and second operating members 34 and 36 are moved different distances to output the first and second signals from the first and second force sensors 61 and 62. In the illustrated embodiment, the first signal from the second force sensor 62 is outputted first because the prescribed amount B2 is smaller than the prescribed amount A2. Accordingly, in this second embodiment of FIG. 13, the signal controller 50 will know to disregard the signals from the first force sensor 61 when the first signal is first received from the second force sensor 62 before the first signal is received from the first force sensor 61. As a result, based on the sequence of the signals outputted by the first and second force sensors 61 and 62, the signal controller 50 will know in this second embodiment of FIG. 13 that the second operating member 36 is operated even though the return spring 64 applies on an operation force on the first force sensor 61 the first operating member 34 as the second operating member 36 is operated by the amount B3 so as to output a second signal.

Alternatively, the switching member SW1 can be arranged in other ways so as to be activated by the operation of both of the first and second operating members 34 and 36. For example, the plunger of the switching member SW1 can be arranged such that the first and second operating members 34 and 36 each directly contacts the plunger of the switching member SW1 as the first and second operating members 34 and 36 are individually moved.

As in the first embodiment, for this second embodiment, the first signal can be one of an upshift signal to perform an upshift movement of a shifting device and a downshift signal to perform downshift movement of a shifting device. Also the second signal can be the one of the upshift signal and downshift signal. Alternatively, for this second embodiment, the first signal can be one of the upshift and downshift signals and the second signal can be the other of the upshift and downshift signals.

In understanding the scope of the present invention, the switching members SW1 and SW2 are not required elements of the bicycle control device. Rather, a bicycle control device can be constructed within the scope of the present invention that does not comprise any switching members. In the first and second embodiments explained above, the constructions that the force the first and second force sensors 61 and 62 output the first and second signals in accordance with the operation of the first and second operating members 34 and 36 respectively are explained. However, the number of signals is not limited to the first and second embodiments above explained. Rather, a bicycle control device can be constructed in which the force sensor outputs more than two signal can be achieved form from the present invention. Further, although the constructions of the first and second force sensors 61 and 62 are explained above in the first and second embodiments as detecting a compressive force, the present invention is not limited to such constructions. For example, a bicycle control device can be constructed within the scope of the present invention which uses one or more force sensors that detect a tensioning force (pulling force). In this construction, the force sensor(s) is provided on the operating member and the biasing element connects the force sensor and the brake lever together.

In understanding the scope of the present invention, the term "comprising" and its derivatives, as used herein, are intended to be open ended terms that specify the presence of the stated features, elements, components, groups, integers, and/or steps, but do not exclude the presence of other unstated features, elements, components, groups, integers and/or steps. Also it will be understood that although the terms "first" and "second" may be used herein to describe various compo-

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nents these components should not be limited by these terms. These terms “first” and “second” are only used to distinguish one component from another. Thus, for example, a first component discussed above could be termed a second component and vice-a-versa without departing from the teachings of the present invention. Finally, terms of degree such as “substantially”, “about” and “approximately” as used herein mean an amount of deviation of the modified term such that the end result is not significantly changed, e.g., manufacturing tolerances.

While only selected embodiments have been chosen to illustrate the present invention, it will be apparent to those skilled in the art from this disclosure that various changes and modifications can be made herein without departing from the scope of the invention as defined in the appended claims. For example, the size, shape, location or orientation of the various components can be changed as needed and/or desired so long as they do not substantially their intended function. Components that are shown directly connected or contacting each other can have intermediate structures disposed between them unless specifically stated otherwise. The functions of one element can be performed by two, and vice versa unless specifically stated otherwise. The structures and functions of one embodiment can be adopted in another embodiment. It is not necessary for all advantages to be present in a particular embodiment at the same time. Every feature which is unique from the prior art, alone or in combination with other features, also should be considered a separate description of further inventions by the applicant, including the structural and/or functional concepts embodied by such feature(s). Thus, the foregoing descriptions of the embodiments according to the present invention are provided for illustration only, and not for the purpose of limiting the invention as defined by the appended claims and their equivalents.

What is claimed is:

1. A bicycle control device comprising:
 - a base member including a handlebar mounting structure; an operating member movably mounted relative to the base member from a rest position along an operating path; and
 - a force sensor being operated by physical contact by movement of the operating member along the operating path, the force sensor being configured to output a first signal upon the operation force of the first operating member reaching a first prescribed force, the force sensor being further configured to output a second signal upon the operation force of the operating member reaching a second prescribed force that is greater than the first prescribed force.
2. The bicycle control device according to claim 1, wherein the force sensor is arranged to receive a compressive force as the operation force of the operating member.
3. The bicycle control device according to claim 1, further comprising
 - a biasing element biasing the operating member towards the rest position.
4. The bicycle control device according to claim 3, wherein the biasing element is arranged between the operating member and the force sensor such that the biasing element applies a compressive force as the operation force of the operating member.
5. The bicycle control device according to claim 1, further comprising

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a brake lever pivotally connected relative to the base member about a brake operating axis along a brake operating plane to perform a braking operation.

6. The bicycle control device according to claim 5, wherein the operating member is movably mounted on the brake lever.
7. The bicycle control device according to claim 5, wherein the operating member is pivotally mounted on the brake lever.
8. The bicycle control device according to claim 5, wherein the force sensor is mounted on the brake lever.
9. The bicycle control device according to claim 1, wherein the force sensor outputs the first signal as one of an upshift signal to perform an upshift movement in a shifting device and a downshift signal to perform a downshift movement in the shifting device, and the force sensor outputs the second shift signal as the one of the upshift signal and the downshift signal.
10. The bicycle control device according to claim 1, wherein
 - the force sensor outputs the first signal as one of an upshift signal to perform an upshift movement in a shifting device and a downshift signal to perform a downshift movement in the shifting device, and
 - the force sensor outputs the second shift signal as the other of the upshift signal and the downshift signal.
11. A bicycle control device comprising:
 - a base member including a handlebar mounting structure; an operating member movably mounted relative to the base member from a rest position along an operating path;
 - a force sensor being operated by physical contact by movement of the operating member along the operating path, the force sensor being configured to output at least one control signal based upon an operation force of the operating member acting on the force sensor; and
 - a switching member being operatively coupled to the force sensor to switch the force sensor from a power-off state to a power-on state, the power-off state being a state in which the force sensor does not receive power and the power-on state being a state in which the force sensor receives power.
12. The bicycle control device according to claim 11, wherein
 - the switching member is a contact switch that is operated by physical contact by movement of the operating member after the operating member reaches a switching position from the rest position along the operating path, the force sensor is switched from the power-off state to the power-on state while the switching member is operated.
13. The bicycle control device according to claim 1, further comprising
 - an additional operating member movably mounted relative to the base member along an additional operating path; and
 - an additional force sensor being operated by physical contact by movement of the additional operating member along the additional operating path, the additional force sensor being configured to output at least one control signal based upon an operation force of the additional operating member acting on the additional force sensor.

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